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## Seven Wonders of the World.

"Grandpa," said Irwin, as they were sitting by the open grate one winter evening, "did you please tell me about the Seven Wonders of the World?" Our teacher told us to-day that we ought to know all about them.

"Perhaps you had better ask your brother Fred, who has just left college, to tell you about them."

"He don't know, grandpa, for I did ask him, and he said such a foolish thing as to say that he knew nothing about them."

"Well, one of the ancient wonders was the Hanging Gardens at Babylon."

"Did they hang in the air like the Brooklyn Bridge?" inquired Irwin.

"Oh, no; they were connected with the royal palace, and were about four hundred feet high, and were built on a series of open arches, built one over the other, and the top of the highest was five feet high, was covered with flowers, shrubs, and even large trees."

"How did the people water the gardens?" inquired Irwin.

"There were fountains and a large reservoir on the river Euphrates. This river ran through the city of Babylon, and the two portions of the city were connected by a stone bridge. The high gates and broad of Babylon are mentioned in the Bible, and the walls were noted for their height, thickness and strength."

"What was another of the wonders, grandpa?"

"Well, the Pharos at Alexandria was the first lighthouse tower that we have any record of. It was built of white stone, and stood on a craggy rock on the island of Pharos, near Alexandria, in Egypt. It was three hundred feet high, and its light could be seen for many miles. Josephus states that its 'beaming summit might be seen by 'three hundred stades,' or forty English miles."

"Who built the Pharos?"

"It was twelve years in building. Ptolemy Soter, king of Egypt, had it built. It was a great work of the Pharos; but it was erected under the reign of Ptolemy Philadelphus, B. C. 282, the same king who commanded the Septuagint or Old Testament to be translated into the Hellenic version. The light-house was illuminated by huge wood fires. Before this time mariners were warned of light by the light of the torches, and the light of the torches was carried by hand on poles of wood, which were built on prominent headlands."

"Well, grandpa, what was the next of the wonders?"

"The Olympian Zeus, or the colossal statue of Jupiter at Olympia, which was the last great work of Phidias. It was a seated statue, made of ivory and gold, and standing on a base of gold. It was fifty feet high. Its temple was built on the model of the Parthenon at Athens. Jupiter was considered the king and father of the gods, and, supposed to have universal power in the earth and air. He gave the rain, the thunder and lightning, and the storm and calm were supposed to be under his control. This statue was erected between B. C. 432 and 433, and in A. D. 391 it continued to receive the homage of Greece. Epictetus says that 'it was considered a misfortune for any one to touch or have seen this master-piece of Phidias.'"

"The worship of Jupiter was universal, though his name varied to the country that sacrificed to him. You perhaps remember that when Paul went to Lystra he found a temple of Jupiter before that city. Jupiter was generally represented as seated on a throne, holding thunderbolts in his right hand, and a scepter in his left, with an eagle at his feet."

"Irwin, do you remember that when Paul was in Ephesus a riot was created by Demetrius among the craftsmen?"

"Yes, grandpa, he was afraid the people would believe Paul's words, and then his trade of making silver shrines would be gone."

"The mob cried 'great is Diana of the Ephesians.'"

"Yes, the Temple of Diana was built at the common charge of all the Asiatic States, and was four hundred and twenty-five feet long, two hundred and twenty-five broad, and was supported by one hundred and twenty-seven columns of pure Parian marble; each column was sixty feet high, and each was furnished by a different king. This temple was burned on the night of Alexander's nativity, and was then rebuilt. Diana was supposed to have fallen from heaven, and the public games were connected with her worship. Especially was the month of May sacred to her, and a large manufacture of goods of the province of Pontus, the shrines of Diana, which were sold to strangers and carried with them on journeys or set up to worship in the rest of them."

"You have told me about four wonders, grandpa, and if you are not tired, I would like to hear about the rest of them."

"I am only too glad to see you in your studies and will now speak of the Colossus of Rhodes. This was a gigantic statue of Apollo or the sun-god. It rested on moles on each side of the beautiful harbor of Rhodes, and was over one hundred feet in height, and there were winding stairs by which it was ascended. The statue held in one hand a lighted torch, and in the other a spear, and it was completed two hundred and eighty years before Christ. It was thrown down, presumably by an earthquake, and never rebuilt; but fragments of the statue remained for nine hundred years. At length a Jewish merchant bought the brass and loaded nine hundred camels with it. The value of the brass was estimated at one hundred and fifty thousand dollars. At the present time the harbor at Rhodes is nearly spoiled, and the island has many times suffered from earthquakes. Do you know, my boy, what the word 'colossus' came from?"

"I don't know that I do," replied Irwin.

"Well, Mausolus was king of Caria, and, after his death, his widow, Artemisia, erected a magnificent tomb to his memory. Indeed, it was so wonderful and surpassed all other structures so much in its appearance and grandeur that the name Mausoleum came to be the generic term for a costly tomb. It remained standing

for a number of centuries, and then was destroyed by an earthquake. In 1494 the Knights of Rhodes built a castle from fragments of the Mausoleum, and as late as 1856 Mr. Newton, under the auspices of the English government, found the site of the ancient tomb, and the fundamental outlines of the building. According to tradition, Artemisia mingled the ashes of Mausolus with her wine, and died of grief."

"There is but one more wonder, grandpa, to tell me about, and I know that must be the Pyramids, for our teacher said they were the most marvelous of the 'Seven Wonders,' and you have just spoken of them yet."

"Yes, you are right. The Pyramids required the labor of thousands of men for many years. It is supposed that they were sepulchres of the kings. They are in several groups, some distance from each other, on the banks of the Nile. There are about forty of them, many being small and in a ruined condition. The great Pyramid of Gizeh, or Jozeh, is four hundred and fifty feet high, and covers an area of thirteen acres. Some of the huge stones weigh sixteen hundred tons each, and were dragged hundreds of miles from the quarry. It is estimated that it would take two thousand men three years to bring one of these stones to the Pyramid, and it must have required much mechanical knowledge and great power to lift such enormous stones to their places in the Pyramid."

"These stones rise step-like above each other, and are rather hard to climb, but with the assistance of three or four Arabs, many travelers climb to the top of Gizeh Pyramid."

**A Voice From the Past.**  
HOPEWELL, GA., Dec. 7, 1886.  
The South Kentuckian, Atlanta, Ga.  
GENTLEMEN: This past summer my wife was away on a two months' visit. On her return home she had a wretched cold, which, growing worse, caused me to call in a physician. He attended her several weeks without benefitting her. She, knowing the splendid effect of S. S. S. had on me, determined to test it in her case. At that time she had copious and disagreeable discharges from the left nostril. Before the first bottle of S. S. S. was used she was much better, and a few additional bottles set her all right."

"It is remarkable that S. S. S. is good for colds and sore throats. A few months ago, I was troubled occasionally with my throat from catching cold. I carried a bottle of Swift's Specific with me on the circuit. Whenever my throat became irritated and annoyed me I would take a dose of S. S. S. just before retiring, and on awaking I would find my throat all right. I would like to take a dose of S. S. S. just before retiring, and on awaking I would find my throat all right. I would like to take a dose of S. S. S. just before retiring, and on awaking I would find my throat all right."

"Polk Johnson's Test."  
Grayson, Ga.  
Polk had gone south in quest of rest, and, unfortunately, for the Courier-Journal regarding the much advertised 'Southern Home.' He succeeded in reaching Birmingham, Alabama, and proposed stopping a few days at the hotel of the city. He was, however, when he reached a plat of ground that suited him he could rub it and own a magic city of his own."

He was seated in the public room of the Sandwich House, and, in the absence of the National Police Gazette, was filling his mind with the valuable information stored in the columns of that excellent half-democratic, semi-half-progressive, all-around journal, the Atlanta Constitution.

Three young men sat in the room. Had it been anywhere but Birmingham, we would have written 'B,' staggered into the room. They seemed to be hilariously inclined. One of them remarked to his companions: "Boys, I'm going to start a skating rink."

"What a-!-!" the other two exclaimed, in chorus.  
"Sure thing. Going to start a skating rink. Good!"  
"Where is it?" asked one of the others.  
"Here it is!" and with the words he brought the palm of his right hand down on Polk's shining cranium with a resounding smack.  
The urban Kentucky journalist, who up to that moment was oblivious of the arrival of the hilarious trio, detected the sound of a blow, and, in a twinkling, quickly rose to his feet, and without saying a word, raised his chair and the next moment the young man who was going to start a skating rink, was hurled through space to the end of the room, where his aerial flight was ended by contact with the wall. His companions ran and lifted him from the door.

Polk calmly sat down and resumed the reading of his paper.  
Presently the stricken young man revived sufficiently to comprehend that something unusual had happened.

"Where's the horse, boys?" he asked.  
"What horse?"  
"Why, the animal that kicked me!"  
"It wasn't a horse," he was assured.  
"Was it lightning, then?"  
"It wasn't lightning."  
"Then, what on earth was it?"  
"Your skating rink!" incredulously.  
"Yes, that gentleman over there whom you insulted!"  
"I didn't insult anybody!"  
"Yes, you did!"  
"Which is the gentleman?"  
"That one with the paper," pointing to Polk.

"I'm a gentleman myself," said the other man, "after complaining for Polk for a second, and if I insulted a stranger, I ask his pardon."

"Better let him alone," said one of his companions.  
"It surely won't be another insult to ask his pardon?"  
"No-o-o," demurely.  
The young man approached Polk, who was watching out of the corner of his eye.

"Mister," he said, "they tell me that I insulted you, and that you knocked me down. I am a gentleman, sir, and not a brute, and I am not going to ask his pardon of you for considering that anything I said and did was only in the nature of a joke."

"All right," responded Polk, who has never yet seen the man he will permit to insult him in politeness. "Under the circumstances, I, in my return, request you to look upon what

I did as a jest."

As the three young men stepped out into the street, one of them was heard to remark: "By gum! I believe the skating rink got off the best joke."

**An Interstate Tariff.**  
[Courier-Journal.]  
The Courier-Journal has opposed national legislation on transportation charges on two grounds. First, because it was a new departure, politically, and would vastly increase the expense of a large section of the divers local interests. In other words, because it destroys another one of the guarantees of the perpetuation of local self-government.

The second ground was that legislation against existing rates would result not in lower, but in higher, charges—in an increase rather than in a decrease of the transportation tax.

We suppose no one who reads the daily paper doubts the soundness of either position to-day. Fortunately the commission was wise enough to suspend over a large section of the country the most dangerous and the most obnoxious section of the law, or business throughout the South would have been paralyzed.

It is to be noted that the only interests which favor this fourth section are those which are to be benefited by an increase in the cost of transportation. It is in other words, only class legislation; a law which is to tax the producer for the benefit of other small classes. The river men hope to have a revival of prosperity, not because they propose to reduce their charges for the services they are to render, but because with the railroads denied the privilege of contending with them for the carrying trade of the interior, business will, by the law, be forced to the water routes, and they can charge what they please.

On Thursday Mr. Taft, representing the clipper line, that is, the ships and water transport, addressed the commission in opposition to the suspension of the fourth section as far as it applies to the Pacific railroads. He insists, not that these railroads have been charging too much, but that they have been charging too little; not that they have been guilty of unreasonable or extortionate rates, but that they have been ruling the shipping interests by the lowest of transportation services, flooding the country, as it were, with cheap transportation. Mr. Taft wants the Pacific Mail line and other lines doing a shipping business to be placed on the same basis as the railroads; the low rates made by the railroads; he wants a subsidy to be taken by the agents of the clipper lines from the unfortunate shipper or producer. He insists that the railroads be compelled to advance rates to a point at which their clients can make a profit at the expense of the shipper on a part of the business.

This section, preposterous enough, but it is the prevalent idea of the purpose of Government. The idea back of the Interstate Commerce Bill is a principle which is to be applied to the tariff, which is that waste market wealth, and that the way to make everybody prosperous is to compel every one to pay for every service or for every article twice what it is worth.

Take another example. W. T. Garrett, President of the Manufacturers' Association of California, in behalf of his association, intervened in the case against a suspension of the fourth section. The manufacturers of the Pacific coast want protection. The war tariff is not enough; that protection only against England, they demand protection against New England and the East. The railroads have practically abolished distance on this continent. The Constitution of the United States is a tariff wall between the East and the West. The rail lines will then be forbidden to carry freight as cheaply as they can. High rates will shut the California wool-grower out of the market, and the California manufacturer can then buy wool at his own price. The same law will shut the Eastern manufacturer out of the California market, and the California manufacturer can charge what he pleases.

J. E. Searies also appeared before the commission asking for an enforcement of the fourth section. In order to protect the sugar refiners of the East against the competition of the sugar refiners of the San Francisco, who get their sugar duty free under their treaty with Hawaii. Mr. Searies does not promise to lower the price of sugar; he wants the privilege of establishing higher prices. He complains that the competition in the East from the Pacific is doing up a number of refineries, and he thinks if that competition were shut off they would enjoy a boom.

A boom, though, in all of these cases for which the people would pay. It is only another phase in the contest between the classes and masses. The masses want low rates for transportation, and ships, factories and sugar refiners, who cannot stand under such conditions, must go. The people demand this law, with the mistaken idea that it would give them low rates. On the contrary, the protected class is looking on its enforcement rigidly in order that rates may be advanced. Our people may rest time longer under the burden of protective duties on imported goods, but they will soon way to a short while every obstruction to interstate commerce, and just now the chief obstruction is the new law.

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